

THE NATIVES AND THE BOERS.

GRAVE POSSIBILITIES OF A TERRIBLE REVENGE.

Pretoria, Aug. 10.—Any consideration with respect to the possibilities of warfare with the Transvaal must be short-sighted and superficial which do not include the part that in all human probability would be played by the South African native populations.

The native factor is in danger of being overlooked. Were hostilities to open tomorrow these would not, save by something short of a miracle, be confined to the Imperial troops on one side, and on the other to the Republican burghers. War with the Transvaal brings with it the possibility of a conflict with the native population, and the native population, on its side, would be regarded as a definite unit. Boer strength would be affected by the manner in which the Imperial troops fared. Already along with the Boers have to be reckoned the native population of the Transvaal, and the Free State burghers, who have gone to assist their kinsmen and kindred beyond the Vaal.

Native hostility, it will be said, is what you may expect. English is a conquering Cape Colony and Natal variable. There are many reasons of intensity.

A few, such as the Rev. Adrian Hofmeyr, have taken their stand by the side of Sir Alfred Milner and the British Government. But it is in that group of people who are in the depths of that animosity—sometimes slumbering, more often active—are seen. That animosity, frequently concealed now, will be disclosed, if it ever is disclosed, only when signs of weakness are apparent, either among the Imperial troops or in the methods of Imperial administration.

Should recourse to force unhappily be necessary, the Imperial troops meet with serious difficulties. The campaign—although the idea anticipates the unlikelihood—that promise of success for the Transvaal would send thousands of Free State, Cape, and Natal Boers previously passive into the field against Great Britain. That this is no fanciful forecast, past events show. When Dr. Janssens' force of troops was reported to have surrendered at Doornkop, parties of Natal Boers crossed into the Transvaal to join General Joubert's victorious command.

A very different prospect faces the Boers in the state of the native population, by which they are hemmed in, or have within the limits of their two Republics. Neither the British colonies and States in South Africa are indifferent to the attitude of the Boers.

over whom they each hold sway. But the relative positions of the British and the Boers are widely divergent, so far as the antagonism of the natives is concerned.

Only one tribe in Cape Colony, the Pondos, can be considered as going hostile to the British; Natal is safe from such internal troubles; and Rhodesia, unless through unforeseen and unexpected conditions arising, may be regarded as likely in the future to be free from tribal incursions. But it is very difficult to see the Transvaal and the Free State. It would be impossible to charge one with exaggeration who declared that the great body of blacks between Cape Agulhas in the south and the Zambezi in the north regard the Boers as their hereditary, natural enemies.

The reason of this deep-seated and bitter animosity is well known. In the days when the Boers ruled at the Cape they treated the native with unparagoned, never-to-be-forgotten brutality. They regarded them then as they regard them now, to the Boer the natives are but little removed from his stock-oxen. If it comes to which are to be the better treated, and the higher valued, the stock-oxen will rank an easy first. To-day public opinion, and humane opinion is making headway against the "landlordism"; but still, in the Free State and in the Transvaal, there prevail for the native laws heartless in their cruelty, which many Boers condemn towards the class are but barbarous and cruel towards the Transvaal to-day, in the lack of there are many legends.

From time to time South Africa is horrified by tales of the Boers' callous and inhuman treatment of hapless natives, men and boys, from the Cape to the Orange, years of cruelty and oppression have borne fruit. The natives in and around the Transvaal and the Free State have been kept under by brute force, the instruments being the Boer drabjacks and the Boer rifles. As sure as the sun rises beyond the Indian Ocean, so sure is it that when the rifle is withdrawn the natives will rise in revenge against their hated taskmasters. Every one of these dark indictments could be proved by columns of wrath-tinged narrative, but which are outside the scope of the present article. Sufficient is the fact, admitted and known best of all by the Boers themselves, that their subject blacks will one day require these years of hideous subjugation.

References have been made to the Pondos, this powerful tribe has but recently come under the government of the Cape, and the white man's administration yet sits uneasily on their shoulders. Mr. Rhodes, when Premier, took over Pondoland, and when the paramount chief, Sekake, died, the became recalcitrant, the Colossus himself pestered to Pondoland and read Sicut a lecture so masterful and impressive that the old chief was glad to subside. But Mr. Rhodes is no longer Premier, and his vacation of office has not at all altered the situation for good. At the present time peace and order are maintained in Pondoland by a strong force of the Cape Mounted Rifles. War would undoubtedly ensue.

As a result of the Boers' policy, but with the Cape Rifles in the country and the Natal Mounted Police on the north border, their active interest in the conflict being waged beyond the Drakensberg would be confined to debates, or "indabas" within their kraals.

The Fingos, Tembus, and other tribes of the Cape are absolutely loyal to the British. They revere the great white Queen. The only other native races which call for attention as likely to become troublesome, through the air being full of the rumors of war, are the Mashonas and the Matshek. The recent war, however, taught the administrators a valuable lesson, and already precautions have been taken to increase the white police throughout these widespread territories. In no circumstances will this white force be withdrawn or diminished in numbers, so that the tranquillity of those regions may be regarded as secured.

In Natal and Zululand, the natives may be relied upon to remain passive, but keen operators of whatever may ensue in which British troops bear a part. The system of native administration in Natal has been unexpectedly satisfactory recently. To-day the principal Natal chiefs receive salaries, which may be considered as a definite concession to the State. The result is that an entirely healthy competition exists as to who will best receive and retain State favor. A chief who gives signs of "kicking over the traces" promptly have a heavy account of his misdeeds conveyed to Maritzburg. Were it possible

for the head of a tribe to take up arms on rebellion intent, as a rule, his neighbor would be delighted: he would then have a fair opportunity of "cutting him up" to the exact significance of the term may be left understood.

The Natal conditions do not unfortunately prevail in Zululand. Zululand, although officially only a petty chief, is regarded by the Zulus as their king. The day, however, a great rising under one head is over in Zululand, the Zululand Police throughout the country and the Imperial troops at Eshowe render that impossible.

The chances of trouble arising to the British are, it will be seen, infinitesimal. Supposing that the Boers of the Transvaal were to be in command near the border and that from the Free State large numbers of men were withdrawn. What would those two facts mean for the Transvaal natives, the Swazis and the Basutos? The Transvaal natives would rise, and the war-loving Swazis, who resent Boer interference in their country and hold the Boers in contempt, make no secret of making off and for ever the looting over them of loot and his men. The Swazis will invade the Transvaal, the moment British troops cross the Transvaal border.

For years the Free State farmers have been hunted by the fear of the Basutos. The Basutos have long standing grievances against the Free State, which they intend to wipe out. They are determined to possess the conquered territory which the Free State by false means was allowed to steal from them. The Basutos' intentions have been long known.

Let the burghers of the Free State join forces with the Transvaal, and the Basutos will sweep their country from the Orange River to the Vaal.—H. W. REID in the Daily Mail.

OCEAN TRAMPS.

It is remarkable how few people, except those immediately concerned, have any general knowledge of one peculiar feature of the maritime life of our country. Every year a number of small steamers, often ugly and dirty to look at, commonly called "tramps," from their readiness to go anywhere, and take a hand at any trade that happens at the moment to promise a few honest pennies, arrive at and leave our shores.

They bring wheat to make our bread from over the broad Atlantic, or various kinds of grain for our pigs and cattle from the Black Sea, or butter and eggs from the Continent. From the southern sunny States of North America they come crammed to bursting with

RUSSIAN BALES OF COTTON to supply our factories; or they come splashing across the Bay of Biscay with currents from Greece, or wine from Portugal, or palm oil and coconuts from the Gold Coast. The larger "tramps" steam further afield to fetch sugar from Java, hemp from Manila, or coal and spices from Ceylon, rice from Burma's paddy fields, or wool from Australia and New Zealand.

Among the thousands of men from which the crews of this ever-increasing portion of our fleet are drawn may be found the most curious mixture of nationalities and characters. The engineers are nearly always Scotchmen, and the carpenters, as a rule, are Scandinavians, English and Irish, Danes and Norwegians. In the north ranges, the "Lascars" and negroes combine to swell the total of tongues in fo'ble or stokehold. Whether deck-hand or fireman has, on the whole, the best time is a moot point. A winter's day on deck in the Bay of Biscay, with the cold wind cutting like a knife, and all fore and aft, suggests the sailor through and through with icy water, while the fireman is warmly and dilly ensconced below; on the other hand, under the tropical sun of the Red Sea the latter is gasping beneath the hot air that carries a little fresh air from the duct to assuage the fierce heat from the furnaces. Yet, even in these circumstances, men can forget their surroundings. The engineer of an all-tramp steamer coming home up the Red Sea one afternoon, was engaged laboring in the stokehold. Looking through the iron grating above, he saw one of the firemen—a stumpy little individual with a large, ugly head, dressed only in a pair of ragged, dirty trousers, for the heat was awful—solemnly reciting "Tommy and Juliet" from a much-worn book to his mate of the watch, between the intervals of firing.

The masters of "tramp" steamers differ very much. One old captain, under whom I sailed for a short time, was a magnificent sailor, a good hand of business, and most careful of his ship, but a great trouble to his owner on account of his invariable quarrels with his mates and engineers. His spelling, also, was peculiar—so much so that, on one occasion, he wrote home in great wrath to relate the misdoing of a "male steamer" that had nearly come into collision with him.

There are many people who do not like "tramp" steamers. Such are the owners of small sailing craft, be it a little yacht, or fishing-logger, or a coasting schooner. These often aver bitterly that the average "tramp" blunders along at sea with a bad look-out, or none at all; and, taking no notice of their lights, causes into them unnecessarily, too often sending some of its occupants to a sailor's grave. On the other hand, a small sailing vessel may be very aggravating to the man navigating a "tramp" steamer by unnecessarily blocking the way in a narrow channel or in a river. The officers of the mail steamers also grope for ground.

DISLIKE OF THE "TRAMP," which may be partly assumed, as becomes their superior position, but is also partly real, for they greatly dread a collision with some badly-steered, carelessly-manned vessel, heavily laden with coal or iron or grain.

What becomes of all the "tramps"? Take the mystery! Some are sold to foreigners, some are broken up for old iron, but the majority are probably lost through what is technically known as "so no peril of the sea." Their lives are not generally long ones, but they are useful. I really doubt that the nation could do without them.—*Evening News.*

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SECOND EDITION. HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANAM, THIB

Mails.

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) Saturday, Nov. 4, at Noon.
Gadic (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) Thursday, Nov. 20, at Noon.
Doric (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) Saturday, Dec. 23, at Noon.

THE Co's Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th Nov., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passengers Tickets granted to England, France and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe. All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, October 10, 1899. 2250

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Algon (via Moji, Kobe, Yokohama & Honolulu) Tuesday, Nov. 21, at Noon.
China (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) Saturday, Dec. 10, at Noon.

THE U. S. Chartered S. S. ALGON will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 21st November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

For Cargo only. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the fare en route. Passengers holding orders FOR OVERLAND CITIES in United States, have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States; via Overland Railway, to Havana, Trinidad, and Demerara, and to other ports in the Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day. All Parcel Packages should be marked to address in full, and value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in St. Paul, Envoys, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, Oct. 25, 1899. 2254

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, DOMBAY, ADEIN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also.

POINTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 4th November, at Noon, the Company's Steamship JONKIN, Capt. VAGUER, with MALES, PASSENGERS, SPULE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Cities of Europe. Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Space and Parcel until 3 p.m. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 21, 1899. 2320

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEIN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMER & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

Also.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N. B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern Wednesday | Nov. 8.
König Albert Wednesday | Dec. 13.
Prinz Heinrich Wednesday | Dec. 27.
Preussen Wednesday | Jan. 10.
Sachsen Wednesday | Jan. 24.
Kaiser Wilhelm Wednesday | Feb. 7.
Oldenburg Wednesday | Feb. 21.
Bayern Wednesday | March 7.
König Albert Wednesday | March 21.
Prinz Heinrich Wednesday | April 4.
Preussen Wednesday | April 18.
Sachsen Wednesday | May 2.
Kaiser Wilhelm Wednesday | May 16.
Oldenburg Wednesday | May 30.
Bayern Wednesday | June 13.

ON WEDNESDAY, the 8th day of November, 1899, at 9 a.m., the Company's Steamship BAYERN, Captain E. PARRIS, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for HAVRE and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 6th November. Cargo and Space will be received on board until 5 p.m. on Tuesday, the 7th Nov., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 7th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Lines can be wished on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, October 13, 1899. 2253

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS, HONOLULU, and SAN FRANCISCO, UNITED STATES, MEXICO, THE CENTRAL AND SOUTH AMERICA, Etc.

S. S. Carmathenshire, 2,929 Tons, On 15th November.

S. S. Strathgairn, 5,023 Tons, About 15th December.

S. S. Carlsberg, 3,002 Tons, About 31st December.

THE S. S. Carmathenshire will be despatched for SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA, VIA HONOLULU, on WEDNESDAY, the 10th November, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day. All Parcel Packages should be marked to address in full, and value of same is required.

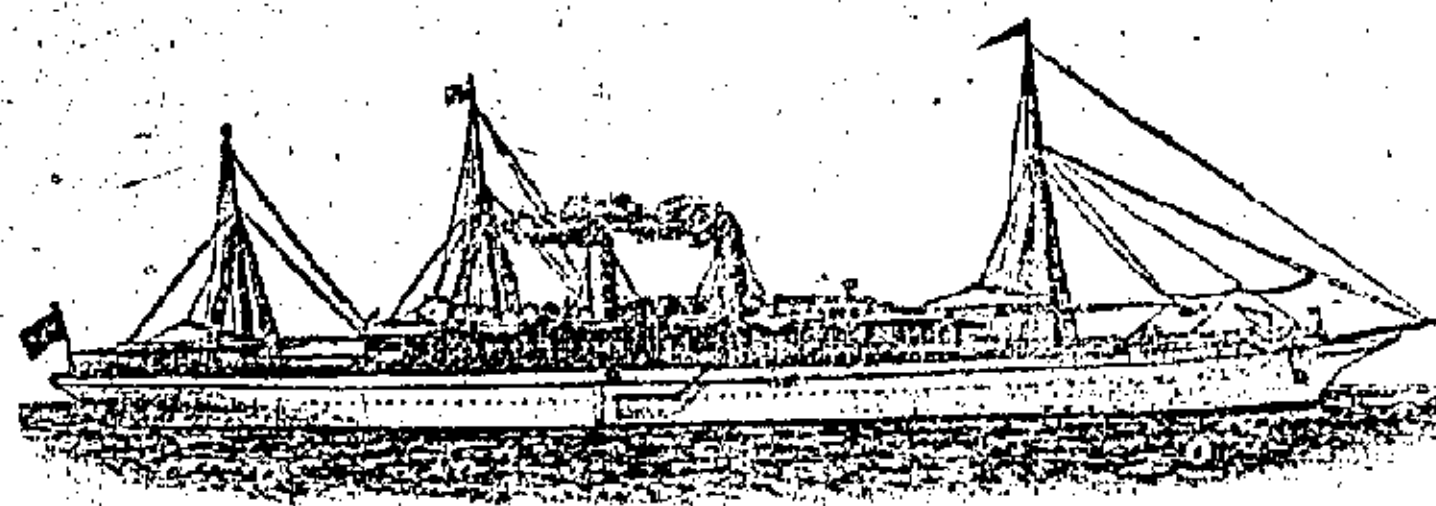
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in St. Paul, Envoys, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, October 13, 1899. 2254

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PASSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 22nd Nov., 99.

EMPEROR OF JAPAN, Comdr. G. D. BOWLES, R.N.R. WEDNESDAY, 29th Dec., 99.

EMPEROR OF CHINA, Comdr. R. ANCHIBALD, R.N.R. WEDNESDAY, 17th Jan., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the TRANS-PACIFIC journey, and making connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave VANCOUVER daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET. 2350

Hongkong, October 25, 1899.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

KAGOSHIMA MARU, BOMBAY, via SINGAPORE and COLOMBO. TUESDAY, 31st Oct., at Noon.

KAWACHI MARU, MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. FRIDAY, 2nd Nov., at Noon.

IDZUMI MARU, VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA. THURSDAY, 16th Nov., at 4 p.m.

BINGO MARU, MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, October 24, 1899. 1987

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE. (PASSENGER SERVICE) (FAST ASIATIC SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEPDA, OBERG, LONDON, LIVERPOOL, GLASGOW, TRINIST, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

S. S. SUEVIA, MARSEILLES, HAVRE and HAMBURG, (On 12th) Freight, (13th) Passengers.

S. S. SHIELD, HAVRE and HAMBURG, (About 19th) Freight, (20th) Passengers.

S. S. CAMBERG, HAVRE and HAMBURG, (About 28th) Freight, (29th) Passengers.

S. S. KONIGSBERG, HAVRE and HAMBURG, (About 10th) Freight, (11th) Passengers.

S. S. AMBRIL, HAVRE and HAMBURG, (About 24th) Freight, (25th) Passengers.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & Co., Agents.

Hongkong, October 19, 1899. 1378

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co.

FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer. Tons. Captain. Proposed Sailing.

Queen of the North, 2,830 Tons, Nov. 18, Alberg, 3,777 J. Murray, Nov. 11.

St. Irene, 3,877 Tons, Dec. 30, Alberg, 2,877 W. A. Dent, Dec. 23.

City of Duluth, 3,328 Tons, Dec. 30, Alberg, 2,877 J. Murray, Jan. 27.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. Drive Car is attached to trans-continental trains day and night. TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, 228.

The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DEXA and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 265.10.

This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Chinook and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, Stage Coach transportation Chinook to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone to Mammoth Hot Springs, and return, and one half day's board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents. 2415

Hongkong, October 16, 1899.

HONGKONG MARKET PRICES.

Corrected to Friday, Oct. 27, 1899.

At 1,020 Cash per Dollar Mexican.

Price. High. Low. Chinese Names.

Butcher Meat.

Bacon, English, lb. 300 350

Am. Sugar cured, 300 350

Fochoo, 100 120

Japan, cured, 100 120

Beef side & prime cut, 130 120

Corned, 100 120

Roast, 100 120

Soup, 100 90

Steak, 130 120

Stewages, 150 140

Smoked Tongue, Shanghai, each 350 340

Bullock's Brains, per set 70 60

Tongue fresh, each 400 350

Corned, 450 400

Head, 600 550

Heart, lb. 80 60

Hump, Salt, 150 140

Feet, each 70 60

Kidneys, 70 60

Tail, 140 130

Liver, lb. 80 70

Tripe (addressed), 50 40

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 350

Chinese, 250 240

English, New, 480 470

Japan cured, 240 230

Shanghai, 250 240

Mutton Chop, 250 240

Leg, 200 190

Shoulder, 200 190

Pigs' Chillings, 70 60

Feet, 130 120

Fry, 130 120

Head, 130 120

Heart, 60 90

Kidneys, pair 120 100

Liver, lb. 190 180

Pork Chop, 200 190

Corned, 250 240

Leg, 200 190

Fat or Lard, 150 150

Sheep's Head and Feet, set 450 400

Heart, each 70 60

Kidneys, 100 90

Liver, lb. 170 160

Sucking Pigs, To Order catty 350 300

Suet, Beef, lb. 140 130

Mutton, 160 150

Veal, 150 140

Sausages, 250 —

Poultry.

Chicken, catty 210 200

Capon, 220 210

Ducks, 200 190

Doves, each 100 90

Eggs, Hen, doz. 180 170

Duck, 150 140

Fowls, Canton, catty 200 280

Hainan, 220 210

Geese, 220 210

Hares, each —

Mink Deer, —

Intimations

Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S

By Special Warrant
Purveyors to



The Queen and
Empress of India.

LTD.

CELEBRATED OILMAN'S STORES.

YARROW'S SHALLOW DRAFT STEAMERS.

Her Britannic Majesty's Ships on the China Station.							
Name.	Rtg.	Tons.	Guns.	L.H.P.	Captain.	Where at.	
Albercy	despatch vessel	1790	10	3000	Comdr. A. H. Smith-Dorrien	Yangtze	
Argentine	ship	1050	6	1400	Commander E. J. W. Slade	Shanghai	
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. L. Bely	Nagasaki	
Bardet	battleship, 1st class	10,500	14	13,000	Lieut. S. G. J. Costello, C.B.	Weihaiwei	
Bonaventure	cruiser, 2nd class	4350	10	900	Capt. R. J. Montgomerie, C.L.H.	Weihaiwei	
Bral	cruiser, 3rd class	1770	6	3500	Com. Lt. R. S. Wrey	Weihaiwei	
Cantonian	battleship, 1st class	10,500	14	13,000	Captain J. R. Jolliffe	Weihaiwei	
Clasp	ship	1140	8	2000	Joint, O. W. Wittington-Ingram	Nagasaki	
Daphne	cruiser, 1st class	7350	12	10,000	Capt. G. A. Callaghan	Hongkong	
Endymion	g-bt. 2nd class coast defence	303	3	200	Capt. G. A. Chudwick	Shanghai	
Erebus	torpedo boat destroyer	320	6	670	Lieut.-Comr. R. J. Keyes	Weihaiwei	
Fame	torpedo boat destroyer	455	4	320	—	Hongkong	
Firchland	cruiser, 2nd class	275	6	4000	—	Hongkong	
Flandy	torpedo boat destroyer	275	6	4000	—	Hongkong	
Flint	torpedo boat destroyer	470	10	9000	Capt. R. S. D. Cumming	Shanghai	
Formosa	cruiser, 2nd class	470	10	9000	—	Hongkong	
Hammer	storeship	1640	8	6000	Capt. H. N. Dudding	Weihaiwei	
Imogenia	cruiser, 2nd class	3600	8	1600	Com. Wm. W. Smylie	Weihaiwei	
Imus	gun-vessel, 2nd class	755	6	870	Captain J. H. T. Burke	Yokohama	
Isolda	armoured cruiser, 1st class	5600	12	8500	Lieut.-Com. J. G. Armstrong	Manila	
Keacock	gunboat, 1st class	755	6	1200	Capt. R. P. Gouran	Singapore	
Phoenix	ship	1050	6	1400	Lieut.-Com. J. F. Green	Manchow	
Pigmy	gunboat, 1st class	755	6	1200	Lt.-Com. C. V. de M. Cowper	Kobe	
Plover	gunboat, 1st class	805	6	730	Lt.-Com. F. H. Haworth Booth	Singapore	
Redpole	river gunboat	88	2	240	Lieut.-Comdr. H. C. Carr	West River	
Scudipper	gun-vessel, 2nd class	755	2	570	—	Hongkong	
Swift	receiving ship	4650	2	200	Commander Francis Powell	West River	
Tiger	g-bt. 3rd class coast defence	303	3	200	Lt. Com. H. E. Hillman	Manila	
Tweed	armoured cruiser, 1st class	5900	12	8500	Capt. A. G. Clarke	Weihaiwei	
Undanant	battleship, 1st class	10,500	14	12,000	Capt. A. Schomburg	Nagasaki	
Victorious	surveying ship	320	—	450	Comdr. W. F. Dawson	Hakodati	
Waterwitch	torpedo boat destroyer	260	6	500	Lieut.-Com. E. Kelly	Hongkong	
Whiting	coast-defence ship, armoured	2750	14	1050	Comdr. H. J. Davison	Yangtze R.	
Wren	river gunboat	100	2	550	Lieut.-Comdr. H. D. S. Watson	Yangtze R.	
Woodcock	river gunboat	100	2	550	Lieut.-Comdr. Barton	Yangtze R.	
Woodcock	river gunboat	100	2	550	—	Yangtze R.	

Foreign Men-of-war on the China and Japan Station.						
Name.	Flag and Description.	Tons.	Arms.	H.P.	Captain.	Last reported.
Presidente Sacramento	Argentine training vessel	2350	—	—	Captain Debbeur	Hongkong
Kaiserin Elizabeth	Austrian cruiser	4000	23	—	Capt. Julius Beck von Wellaschitz	Hongkong
Aspie	French gunboat	475	5	450	Commander Journe	Saigon
D'Entrecasteaux	French flagship	4040	14	8500	Captain de Marol	Salgot
Dacoste	French cruiser	1668	6	2050	Capt. Philbert	Poohow
Delisle	French cruiser	4550	—	—	Capt. Toxier	Takao
Joan Bart	French gunboat	1250	6	2920	Capt. Aubin	Nagasaki
Korsaint	French gunboat	470	14	8500	Capt. de la Motte du Portail	Saigon
Leon	French cruiser	3288	2	—	Captain Metet	Shanghai
Paoli	French cruiser	623	3	900	Captain de la Motte	Kwangchow
Surpise	French gunboat	—	—	—	Captain de la Motte	Swigon
Vauban	French cruiser	—	—	—	Captain Blondel	Kwangchow
Deutschland	German ironclad	8093	—	8000	Captain Muller	Yokohama
Gefion	German cruiser	4100	19	9000	Captain Rohmann	Shanghai
Hansa	German cruiser	5990	20	10,000	Captain Pohl	Singapore
Ilia	German gunboat	4200	8	2020	Commander Uebelheimer	Yangtze
Irene	German cruiser	6331	20	14,000	Captain Knecht	Poohow
Kaiserin Augusta	German gunboat	800	—	—	Capt. Neftan	Nagasaki
Moewe	German gunboat	—	—	—	—	—
Elbi	Italian cruiser	3732	12	6500	Capt. Ceccani	Cheloo
Elena	Italian cruiser	3532	10	6933	Capt. Giovanni Givello	Cheloo
Liguria	Italian cruiser	2300	10	7000	Capt. S. Cassella	Hongkong
Pionnet	Italian cruiser	2035	15	12,200	—	Shanghai
Sironboli	Italian cruiser	3538	12	6131	Captain Constantino	Shanghai
Africa	Portuguese transport	1450	—	—	Capt. Vasco Carvalho	Macao
Liberal	Portuguese gunboat	400	3	400	Comdr. Cunha Lima	Hongkong
Admiral Korniloff	Russian cruiser	5500	16	9000	Captain Yakovlev	Nagasaki
Alcant	Russian gunboat	810	2	720	Captain Potanov	Vladivostok
Bobak	Russian sloop	950	2	1150	Captain Roman	Port Arty
Dmitry Donasky	Russian cruiser	6000	16	7300	Capt. Shirov	Vladivostok
Gaidamak	Russian gunboat	500	0	3500	Capt. Serubrennikoff	Nagasaki
Gremiatichy	Russian gunboat	7400	9	2100	Capt. Mikhelshvsky	Nagasaki
Korvet	Russian sloop	1200	9	1050	Captain Silhan	Cheloo
Mandarin	Russian sloop	1200	3	1400	Commander Kucheloff	Nagasaki
Navarin	Russian sloop	10,0	0	2000	Captain Koudine	Nagasaki
Ocheyay	Russian gunboat	1450	10	3000	Captain Corvino	Nagasaki
Pamir Azova	Russian cruiser	12,200	28	—	Captain Nodermilles	Vladivostok
Rosita	Russian cruiser	10,223	26	13,250	Comdr. Haupt	Port Arty
Rurik	Russian flagship	950	2	1125	Captain Karanoff	Port Arty
Slateh	Russian gunboat	10,000	14	3500	Captain Metet	Nagasaki
Sisoi Voliky	Russian 2nd class battleship	960	2	1120	Captain Spline	Nagasaki
Sivich	Russian gunboat	10,000	16	7000	Captain Prince Orichomsky	Nagasaki
Vladimir Monomach	Russian armoured cruiser	500	11	3500	Capt. Bogalia	Vladivostok
Vesadik	Russian gunboat	1235	4	1125	Commander Komoroff	Vladivostok
Zabijaka	Russian cruiser	—	—	—	—	—
Balticero	U. S. cruiser	4413	10	10,000	Captain W. M. Forstie	Manila
Bonington	U. S. gunboat	1710	6	2423	Commander E. D. Taussig	Manila
Cadogan	U. S. gunboat	1257	1	255	Lieut. Benjamin Tappan	Manila
Castine	U. S. gunboat	1177	8	2150	Commander S. W. Very	Manila
Charleston	U. S. cruiser	5730	8	6663	Captain E. W. Pigen	Manila
Concord	U. S. gunboat	1700	0	8405	Lieut. Com. J. P. Briggs	Manila
Holena	U. S. cruiser	1387	8	1933	Captain R. C. Moore	Manila
Manila	U. S. gunboat	1057	2	750	Lieut. Com. A. D. Nasro	Manila
Monaduck	U. S. gunboat	800	8	3000	Commander J. McGowan	Manila
Monocacy	U. S. monitor	1370	6	850	Comdr. G. A. Ricknell	Manila
Monterey	U. S. gunboat	4081	4	5241	Comdr. G. H. O. Leuze	Manila
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